



Merit Ratings Ordered for All Depts.

Civil Service Commission Issues Directive Covering Employee Evaluation

In a letter to all State Departments, Boards, Commissions, Institutions, and Agencies, dated September 10th, 1945, Dr. William Carpenter, President of the Civil Service Commission said in part, "The Civil Service system provides regular increases within each salary range. These increases

are to be granted upon a basis of merit and upon the recommendation of the head of the Department. It is necessary, therefore, for every Department to establish a merit rating plan whereby the relative merit of each employee may be measured and recorded. For the time being each Department is encouraged to set up its own plan. However, the Civil Service Commission will assist any Department in the preparation and administration of a merit rating plan. Merit Ratings must be filed with the Civil Service Commission.

Following the receipt of this directive, Commissioner Miller issued the following order:

"Formal approval is hereby given to the merit rating plan which was made effective for the first half of the year 1945; this approval being in keeping with the instructions received from Dr. William S. Carpenter, President of the Civil Service Commission that every Department of the State government establish a merit rating plan whereby the relative worth of each employee may be measured and recorded; these ratings to be used as a basis of merit in recommendations for increases to be granted State Highway Department employees as provided by Chapter 65 of the Laws of 1944.

"It is further ordered that the rule be established that any employee of the State Highway Department whose efficiency rating is under sixty-five (65) shall be placed upon probation for a period of six months.

Signed:
SPENCER MILLER, JR.
State Highway
Commissioner"

ATTENTION

Employees parking cars along the river drive in Stacy Park are requested not to cut across the lawn and through the hedge paralleling the ramp in the rear of the State House Annex. USE THE RAMP.

EUGENE V. CONNETT
Administrative Assistant

Traffic Snarled By River Rescue

Highway Men Responsible For Saving Man in Cooper River

The following item from the Camden Courier tells of the alertness of two Bridgetenders and how their prompt action saved the life of a man who had fallen into the Cooper River.

"Traffic on Admiral Wilson Boulevard between Memorial Avenue and Seventeenth Street was snarled 30 minutes last night when motorists halted and ran to the banks of Cooper River to watch a man pulled from the water. He is Harry Massey, 55, of 712 Perry Street.

"Bridgetenders Frank T. Ball, 53, of 832 Federal Street and Richard Yentsch, 47, of 415 Erie Street, said they heard screams while sitting in the attendant's house of the Admiral Wilson Boulevard Bridge over Cooper River.

"Going outside they saw a man in the water holding on to a piling between Admiral Wilson and Federal Street Bridges. Ball said he reached down and grabbed the man while Yentsch ran to the bridge.

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Award Bond Prize For Suggestions

Impressed by the fine work being accomplished by the Suggestion Box of the State Highway Department, James Lipari, President of the State Bridge Employees' Association, Incorporated, announced that his organization had voted a twenty-five dollar Victory Bond to be offered to one of the suggestors whose suggestion was deemed to be outstanding.

The Bridge Employees' Association is the fourth group within the State Highway Department to offer prizes in the form of bonds to be awarded to successful contributors of ideas. The other organizations who have come forward with rewards of this nature are the Ten Year Club, the Bridge Division Club and the Foreman's Association.

Facing Greatest Era

The passage by the Senate of the United States on October 3rd of the House Concurrent Resolution 81 makes immediately operative the Federal-Aid Highway Act of 1944. The language of this resolution, which follows in part, is significant: "It is hereby found as a fact that the war emergency has been relieved to an extent that will justify proceeding with the highway construction program provided for in said act." This joint action by both Houses of Congress requires no executive approval.

The passage of this resolution, together with the release by the President of the United States of the unobligated balances of the earlier Federal-Aid Funds and the lifting by the War Production Board of all controls and restrictions on highway construction makes it possible to launch at this time the largest highway program in the history of the Nation.

Under the provision of this 1944 Federal-Aid Act, \$500,000,000 has been authorized for expenditure during the fiscal year 1945-1946. A like amount is also made available for the next two succeeding fiscal years. Under this act Federal Aid must be matched by the states on a 50-50 basis. When so matched this will make a highway construction program of \$3,000,000,000 for the three post-war years.

This new construction program which has now been authorized divides the annual authorizations in the following manner:

- (a) \$225,000,000 for projects on the Federal Aid System;
- (b) \$150,000,000 for projects on the principal secondary and farm-to-market routes;
- (c) \$125,000,000 for projects on the Federal-Aid System in urban areas.

This last provision is particularly significant for a State such as New Jersey with 122 communities of 5,000 or more.

These funds are apportioned among the States on the following basis:

- (a) Federal-aid system, $\frac{1}{3}$ area, $\frac{1}{3}$ population, and $\frac{1}{3}$ road mileage;
- (b) Secondary system, $\frac{1}{3}$ area, $\frac{1}{3}$ rural population, and $\frac{1}{3}$ mileage of rural delivery and star routes;
- (c) Urban highways in the ratio which the population of municipalities of 5,000 or more in each state bears to the total of such population in all the states.

This new act contains several important additional provisions: (1) Right-of-way costs are allowed to $\frac{1}{3}$ of the total cost; (2) the entire construction cost of grade crossing projects is paid for from Federal funds; also 50% of right-of-way costs; (3) signs and markings are standardized; (4) funds are available one year after the fiscal year for which they are apportioned.

The apportionment of these funds which has now been

(Continued from Page 2)

Bridge Div. Club Elects Officers At Annual Dinner

Sven Hedin Elected President of Social Group

The Bridge Division Club of the State Highway Department held their Annual Dinner on Monday evening, October 15th. The committee in charge tried a novel experiment this year which met with the unanimous approval of all members. The dinner itself was held in Trenton and the social side of the evening moved to nearby Ewing Township where game facilities were available.

Although the Bridge Club boasted of experts at darts, pocket billiards, shuffleboard and numerous card games, no champions were crowned as a result of the enthusiastic competition.

A serious side was presented when a portion of the evening was given over to a sound and color movie, "The Magic Wand of Industry." This picture was in the nature of a "follow-up" to the recent welding course taken by members of the Bridge Division and showed the miracles wrought by arc welding.

Elect Officers

At the business presided over by retiring president Arthur Lichtenberg, a report of the year's activities and recommendations for increasing the scope of the club's useful endeavors was read.

As a result of the balloting, the following officers were elected for the coming year: Sven I. Hedin, president; Patrick J. McCullough, 1st vice-president; George A. Heffernan, 2nd vice-president; Robert E. Simon, treasurer; Paul A. Gabrenas, asst. treasurer; John F. X. Evans, Jr., secretary.

Arrangements for the affair were capably handled by a committee consisting of John Patrick, Wilber Spencer, Jack Evans and J. J. Koffler.

Land Surveyors Hold Conference In New Brunswick

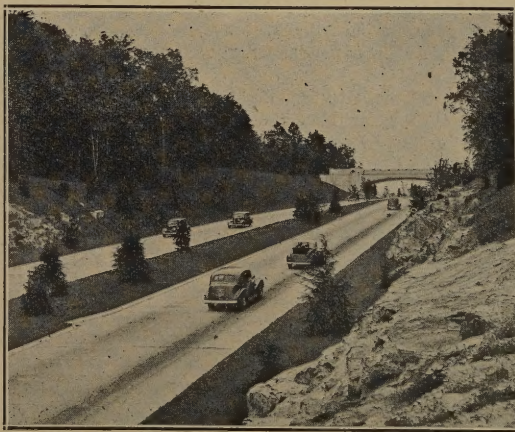
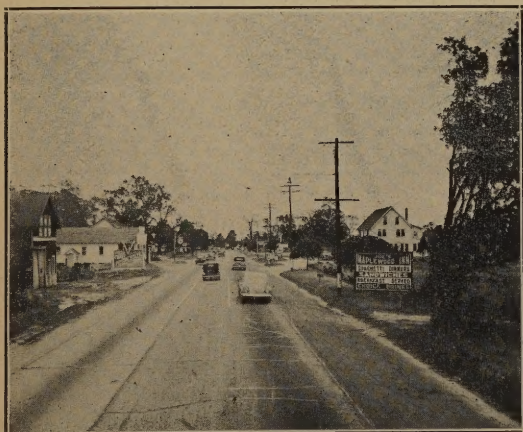
7th Annual Meeting Scheduled for Oct. 27th at Roger Smith Hotel

Many State Highway engineers will be glad to learn that the Seventh Annual Conference of Land Surveyors will be held on Saturday, October 27, 1945, at the Roger Smith Hotel, New Brunswick, and once again it is the privilege of the New Jersey Society of Professional Engineers to sponsor it.

This year's conference was arranged after it was learned that O.D.T. regulations were to be rescinded. The annual convening of Land Surveyors throughout New Jersey has always been of prime importance—and now, with a tremendous transition period affecting all walks of life—it became obvious to members of the State Land Surveyors Committee that a comprehensive study of current trends was a 'must.'

The Committee members are Chairman Peter W. Hehn, Professor Lindell, Rutgers University, and Engineers Raymond P. Wilson, Charles J. Leeds and Frank E. Harley.

For many years licensed Land Surveyors in New Jersey have been an integral part of the New Jersey Society of Professional Engineers. Their problems have paralleled those of the various branches of engineering. Now more than ever the New Jersey Society of Professional Engineers desires to bring to the attention of the general public the important part played by Land Surveyors not only in past transitional periods but more especially the part that must be played during the imminent critical period which now is at hand.



Study these two pictures. The one on the left shows a New Jersey Highway after commercial roadside development has turned it into a midway of bill boards and roadside stands. The photograph on the right shows the unspoiled beauty of the Merritt Parkway in Connecticut. New Jersey's Parkway program will offer these same advantages to motorists of the Garden State in the near future.

THE HIGHWAY

Published by the New Jersey State Highway Dept.
In the Interests of Its Employees

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EFFICIENCY RATING MARKS

By now nearly all employees know the results of the first efficiency ratings given under the new system of employee evaluation. Each is being sent a letter telling that their day by day performance of duty has placed them in one of several categories. To some the results of this evaluation will come as a pleasant surprise; to others as a disappointment. To all, however, it will be enlightening, because for the first time each man and woman will know just what others, in a position to rate them, think of their efforts. Since these ratings are, as nearly as is possible, the result of answering questions in an objective rather than subjective evaluation, they will be of definite value to all. Each employee can now examine himself in the light of critical evaluation and have every opportunity to improve. Because of this it will be interesting to compare the ratings received today with those of six months hence.

THE TEN YEAR CLUB

Few organizations are as unique as the Ten Year Club of the Highway Department. Starting fifteen years ago with a mere handful of men who had served their Department for ten years or more, this club has grown to a membership of over eight hundred. Dedicated to loyalty and service, it has assiduously avoided engaging in political controversies and studiously refrained from entering into Departmental affairs. Nevertheless, there have been times during the history of the club when it has been deemed advisable to step forward in the interests of a fellow member. The record shows that in such instances success has crowned each effort. This is adequate testimony to the respect in which the Ten Year Club has been held by several Highway administrations.

Throughout its life the Ten Year Club has served to bring together under a common head, employees from all sections of the State and in all types of employment. In this manner it has served the State Highway Department well, and in so doing has also contributed to the efficiency of its parent organization.

It is therefore fitting that THE HIGHWAY salute the Ten Year Club on the occasion of its fifteenth Annual Dinner and wish its membership continued success in the years to come.

FACING GREATEST ERA

(Continued from Page 1)

authorized for the State of New Jersey would be divided as follows:

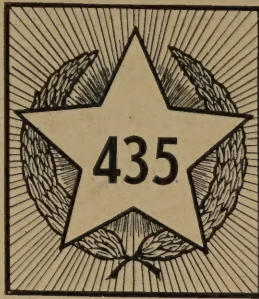
- (1) For projects on the Federal-Aid System, \$2,863,970.
- (2) For projects on the Secondary farm-to-market roads, \$1,041,395.
- (3) For projects on the Federal-Aid System in the urban areas, \$5,527,987.

One important reservation has to be made. The amount of Federal Aid available to New Jersey depends on the amount of the penalty levied because of the present diversion of highway revenue. To escape this penalty, it will be necessary, in the opinion of legal advisers, for the State Legislature to reappropriate to the Highway Fund highway users taxes diverted on and after July 1, 1945. This amounts to \$8,346,888.92. The States of Pennsylvania and Maryland, faced several years ago with a possible penalty for diversion, followed this procedure and were exempt from the penalty.

New Jersey faces a unique opportunity to begin at once the greatest era of highway construction in its history. The times call for bold planning and construction if we are to serve the expanding transportation needs of the future.

Spencer Miller, Jr.
Highway Commissioner

Highway Honor Roll



News from Our Men In the Service



JAMES GALLAVAN

Back in 1941 James Gallavan, of Trenton, was working in the maintenance crew under Foreman Earl Buckalew here around Trenton, and Clarence Cooper, of Flemington in another maintenance crew up in Hunterdon County. Although both men had been working for the Department for some time, they had never met and in fact were probably unaware of each other's existence. Jim was inducted into the army on January 29, 1942 and Cooper shortly thereafter on February 9th of that same year. They met during their induction training at Fort Dix and, believe it or not, have been together ever since until their respective discharges in September of this year. They trained in this country together, went overseas together, and saw joint service with a military unit in Suez, Cairo, Tobruk, Bengasi, Tarranto and finally Foggia, Italy, where they were stationed for some 18 months. During much of their service they were attached to the British 8th Army, which army did such a magnificent job early in the war in the African and Italian campaigns. After all that they have been through together, it is safe to say that there is one friendship that will not languish.

Sgt. John Lloyd, formerly landscape foreman, writes an interesting letter to Clyde Case from Okinawa. Jack writes: "... We expected to be moved to Tokyo any time ... If we have to spend a few months more here, I would rather go ... This army of occupation is going to be no picnic. Some of these 'die-hard' Japs are going to have to learn the hard way. I've seen enough of these suicide dive bombers to convince me that they will do anything. Life to them amounts to about a short beer for us ... " Clyde was particularly glad to hear from Jack, since Clyde, Jr. is also stationed on Okinawa. Jack asked for Clyde, Jr.'s address as well as that of Tim Brennan's son, who is located there too. Here's hoping the boys make contact.

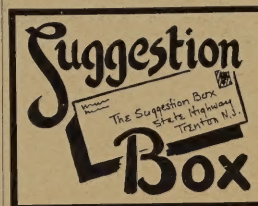
Here's one for the book! Since we have been receiving the new elongated checks it simplifies the home situation. You simply tear the check in half, sign one half, give it to your wife and you keep the other half. Why, we don't know except to look at, and think how grand it might have been.

Home From England



JAMES WALLACE

Pfc. James E. Wallace, of Paulsboro, who before his induction into military service on November 13, 1943, was employed in Foreman Wilmer Duncan's maintenance crew, was home on furlough recently after 16 months' service overseas. Jim saw service in England, France, Belgium, Luxembourg and Germany with the 3rd and 9th Armies. We were glad to learn that he received THE HIGHWAY regularly and enjoyed reading it. He is now stationed at Fort Dix.



STOCKINGS THAT WON'T RUN, pants with a permanent crease, pocket radios, plastic raincoats from a slot machine, and rocket mails across the Atlantic are all a part of the dawning world of tomorrow. These are just a few of the things to come. Other marvels of invention are already in use, such as the invisible fire of electronic heat. The men and women who have translated their ideas and theories into usable devices and products have earned our undying gratitude.

IDEAS TRANSLATED INTO PRACTICE in the State Highway Department ultimately find their way into a more economical design, improved construction features, a smoother riding roadway, increased safety, and a visual satisfaction that relieves driving fatigue.

MEN AND WOMEN of the Department seem to welcome the opportunity of seeing their ideas put to work. One third of the two hundred suggestions received have been accepted and most of them become Departmental practice. Repeat suggestions from apparently satisfied suggesters account for 50% of all suggestions received. Two enthusiastic employees have submitted 12 suggestions each, one has submitted 9, two have submitted 8 and five have submitted 5 suggestions.

BATTING AVERAGES may vary when tossing ideas into the Suggestion Box much in the manner of those of our favorites in the national pastime. Don't let the fact that one of your ideas didn't make a home run keep you from submitting others.

BABE RUTH STRUCK OUT on many occasions. But the fact that he struck out, popped out or flied out about two out of every three times at bat didn't keep him from taking another healthy swing at the ball the next time he came to bat.

EVERYTIME YOU COME UP with a new idea for the betterment of the Department, you of necessity, have to think about present ways of doing things, and in so doing you get a better understanding of Departmental problems. Even if your suggestion isn't accepted, the knowledge gained makes you a better man or woman. Batter up.

Some Yarn

Says Lana Turner, with a pout, "From now on, boys, the sweater's OUT." We face the future without chagrin. Why, Lana, dear, IT'S ALWAYS BEEN. —Phila. Evening Bulletin

EQUIPMENT ITEMS

JAMES O'ROURKE

Sympathies of Fernwood are extended to **Charlie Jones** on the death of his mother, who passed away at her home in Lambertville on September 17th.

Marvin Amory of the Bridge Sounding Crew, received his honorable discharge from the Army after nearly three years in Africa and Italy, with the Army Air Force. He returned to work on September 17th.

Reynolds Brachelli, Machinist Mate 2nd Class, has received his honorable discharge from the Navy, after serving for approximately three years in the Alaskan Theater of Operations. After a short rest he will be back in his old position as Truck Driver at Fernwood.

Morgan Van Hise, is in receipt of a letter from his son, Lieut. Morgan Jr., with the Army Air Forces in the Philippines. Enclosed was a photo of himself and two of his boyhood neighbors, the twin sons of Maintenance Foreman, Lew Whalen, who are serving with the Marines on Mindanao.

The "Fish Story" of the year is being told by **Frank Devereaux** at Fernwood. A tuna let go of the bait and grabbed his toe instead forcing him to get around with a cane for over a week. That is his story!

In a recent letter to Mr. Young of Fernwood, **Sergeant Stewart Long**, tells of receiving his discharge from the Army on Sept. 21, at Fort Lewis, Washington. He then states that he is going to have a baby on or about the middle of January and the doctor had forbade him to travel until six weeks after the baby is born. This will bring him over the period of 90 days allowed veterans to report for their old positions and as "Longie" is vitally interested in protecting his position he asks for advice. We believe he was a little bit excited when he wrote the letter and meant to infer that Mrs. Long would have the baby and he would do the worrying and pass out the cigars. Such has been the experience of such old hands as Paul Sines, Johnny Leadem, Marion Blakely, and Frank Hutchinson who all have from 10 to 12 children each.

LABORATORY LINES

Norm Schaller

We are pleased to learn that **Eddie Pollock** has been honorably discharged from the Navy and should be back with us soon.

Word has been received that **Bob Toft** has also been honorably discharged from the Navy. We look forward to having these boys back with us once again.

The Lab recently received a very nice letter from **Sam Scalzitti** who is now in the Philippines together with a Japanese cornet flage and some Jap money which Sam suggests we use to start a War Souvenir Collection at the Lab. Sam expects to be released soon and requests his equipment to be checked over so he can hop right to it when he gets back.

It is good to see **Hap Manning's** reports coming in again from the job. Hap looks very well and apparently has had no ill effects from his recent operation. **Leon Cartledge**, **Manning** and **Herb Fendler** could very well get together now and compare notes, scars, or something.

The Laboratory employees extend heartfelt sympathies to **Gladys Carlsson** upon the loss of her husband, who passed away Sept. 29, 1945.

On the evening of Sept. 28, a group of Laboratory men, which included **Bud Wahl**, **Jimmie McDonough**, **Ralph Sherman**, **Herb Diefenderfer**, **Eddie Bauman**, and **Tom MacRorie**, headed for Bud Wahl's place at Harvey Cedars for a week-end of fishing. On Sunday evening this same group headed back to Trenton with a bag of four fish. Bud was high man in the fish catching dept. with a total of four. All concerned had a very nice time.

Your M. C. presents— THE LADIES... Bless Them

Your M.C.s stood near Penn Square, Philly, recently, watching the lights of the Bulletin Flashing the news, "New Jersey Plans \$4,500,000 Road Program." At that moment the humor and irony of a coincidence occurred to us. . . we had just left a third Philadelphia back which had refused to cash a State of New Jersey salary check. The humorous aspect appealed to us then but in retrospect the situation takes on fuller significance. We were but two of a vast number of employees engaged in the work of a huge Department . . . a Department destined to grow even larger under the stress of post-war construction. We felt small, indeed, and our thoughts turned to those who will join forces with us within the next five years. We also looked back to the day when we first became associated with the Department.

It is difficult to realize that time flies so quickly; that from a very small beginning we have grown, in the brief space of slightly over a quarter of a century, into a mighty State agency, and have constructed, within that time, one of the finest highway systems in the world. There are among us many who remember the late Miss Grace Williamson. It was she, who by taking employment with the Secretary of Agriculture in 1896, at a time when all road construction came under that office, blazed the trail for the many feminine employees who are to follow. And confident of the place of women in public employ, it was she who served as a shining example of service for 35 years.

In calling attention to those among us who were in a sense pioneers, we present first **Anna E. Barrett** (Peg Beatty to you) who walked into an office in the Broad Street Bank Building and started work on the day after Christmas, 1919. During the next few years she was joined by **Miss Gertrude Watson**, who left shortly thereafter to assume the duties of home making. **Mr. Lillian Courtney**, **Happy Kathryn I. Laughey**; **Margaret Hunt**, **Gladys Brincoe**, **Margaret Hennessy Durning**, **Mary Craig Chamberlain**, **Helen and Margaret Goodwin**, **Florence King**, **Betty Meskill**, **Winifred Brady**, **Edna Chant** and **Theresa Gasser Ryan**.

By this time the Department was outgrowing its restricted quarters and the imposing State House Annex was in the course of construction. **Theresa Ryan** furthered the cause of the pioneering women by becoming the first of them to work in the new edifice. Pioneering is truly the word, for Theresa braved the unheated building in mid-December, working in hat, coat and galoshes while she watched rats scamper through the unfinished hallways.

For those who knew the old quarters in the Broad Street Bank, the construction of the State House Annex marked the beginning of a new era. And so today, when plans are being readied for new State buildings, we stand on the brink of another. Gone are the lethargic days of wartime non-construction. Post-war plans are fast becoming a reality. Former employees are returning in ever-increasing numbers from the armed forces. New employees will be required to cope with an extensive program. A new day is dawning—all await the signal "full speed ahead."

If, ten hears hence, it can be said of us who are paving the way for those girls yet to join the Department, that we have done as commendably as these Highway women, then we will indeed consider a job "well done."

If walls could only speak, we would probably hear many Highway girls, who are anticipating the arrival of their favorite servicemen, uttering this fervent wish following their nightly prayers: "Dear Lord, please let me be beautiful and fair. And not let me be found with cold cream on my face. And curlers in my hair . . ."

For **Mary Filippini** the ordeal of wishing is over inasmuch as her fiancé walked in unannounced to find her curled up in a chair, munching grapes while reading the news.

That smile on **Josephine Cintia's**

face is not only due to the fact that she is back to passing out the mail again and looking very well indeed after a month's illness, but also because she is awaiting the return of her husband who is expected home at any time now and whom we all know as "Champ."

Madge Kiernan has a threefold reason for happiness . . . her husband's recent discharge from the armed forces, a celebration on their second wedding anniversary in New York, and a lovely cameo ring presented to her on that occasion.

Betty Meskill's brother has also joined the civilian ranks.

All of our gals are not as fortunate as some. **Betty Durisin's** husband's most recent assignment is with the occupational forces in Yokohama, Japan.

The theme—topaz . . . the scene—a never-to-be-forgotten day in November. **Eileen Logan's** husband remembered their wedding anniversary with a beautiful set of matching topaz earrings and ring.

Bernadetta Johnson was feted on her birthday with a luncheon given at Weimann's by members of the Projects Division.

Particularly scenic at this time of year is **Mary Cunningham's** trip through the New England states into Canada with a stop-over at Watkin's Glen on her way back.

We regret to learn of the sudden illness of **Theresa Ryan's** husband who is now at the St. Francis Hospital, and hope by the time this issue is published he will be enjoying the best of health.

Our sincerest sympathies are extended to **Marion Hester** of THE HIGHWAY staff upon the death of her mother, Mrs. James Hester, on October 12th. We will look forward to Marion's return in the near future, following an absence of several months.

'Bye now.

PROJECTS PARAGRAPHS

E. L. MEYER

Recalling the success of their first outing, the office members of Projects Division staged a second doggie roast at Sullivan's Grove, Washington Crossing, on October 1st.

Despite inclement weather, which tended to hold down the attendance, a good time was had by those hearty souls who braved the elements.

The usual Quoit and softball games were enjoyed as well as the inevitable card games. At sundown thoughts turned to devouring a well prepared assortment of picnic food and when darkness fell the remainder of the evening was spent dancing by the firelight to the tune of a portable radio.

Projects outings bid fair to become a regular thing with the advent of next year's warm weather.

Information has just come to us from **Jim Harding** that **Henry Espersen**, one of our inspectors, was painfully injured recently when a high pressure hose burst and knocked him down. Henry, who lives at 723 Jefferson Ave., Cliffside Park, is recovering from a severe gash on his head. X-ray photos reveal that there was no fracture and a rapid recovery is hoped for.

Several of our service men have been in the office recently and all are looking for discharges in the near future. **Commander Guido Forster**, expects to be released from the Navy sometime in November. **Major "Al" Faxon** expected to be out in just a few days. **Sgt. "Joe" Aiello** is already a civilian though still in uniform, and we understand that **Sgt. John Barrett** has already been discharged.

River Rescue

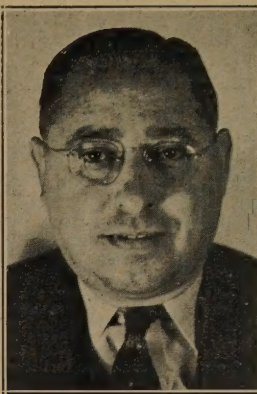
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tender horse and obtained a life preserver. Yentsch then telephoned police.

"The firemen's rescue squad was notified and brought the man to shore. He was taken to Cooper Hospital and treated for exposure. Massey told police he fell into the river while walking along the bank. He was taken to his home."

THE HIGHWAY takes pleasure in congratulating Mr. Ball and Mr. Yentsch upon a job well done.

Drafted for President



JAMES LIPARI

Following two successful administrations as President of the State Bridge Employees' Association, James Lipari has been drafted to Serve as President of Monmouth Council No. 9 of the New Jersey Civil Service Administration. Mr. Lipari is the second State Highway employee who has been honored by elevation to this position. He was preceded by the late Virgil Markle.

The Highway extends to Mr. Lipari its best wishes for a most successful administration.

ELECTRICAL FLASHES

M. K. H.

Pardon the feminine touch in this month's column, but our regular contribution editor, **John Kilpatrick**, went on vacation and left "yours truly" holding the bag.

After perusing other columns, I have come to the conclusion that **Don Henderson**, Superintendent of Drawbridges, should definitely be congratulated upon his appointment to the Suggestion Committee.

That **Chet Anderson**, should be cited as a proud Father with a newly discharged Marine Veteran Son.

That **Bill Rasmussen**, **Al Wright**, and **Russ Cook** away up "thar" in Fernwood should take a bow for the able assistance rendered **Carman Davis** in building a model of the Blue Star Drive.

On the "didja' know" track, its interesting to note that **Major Hays**, Engineer-in-Charge of the Electrical Division is an expert surf caster, who boasts of some mighty fine equipment and some rare experiences in the Jersey surf.

Add late vacationists, **Courtney Raymond**, **Norman Lewis**, **Marvin Polhemus**, and **Frank Walsh**.

Among our Servicemen: **Don Henderson** received a letter from **Jerry Iannoccone**, EM 1/c, who is now on his way back to the States. Jerry was to have been appointed Chief Electrician's Mate, but because of his return his promotion has been held up. Also among our returning servicemen is **Indore Friedman**, who saw action in the South Pacific. Izzy is aboard the U.S.S. Vicksburg, which should be docking any day now, according to a letter received by Joe Hunt. Word has been received from **Henry K. Johnson**, who expects to be back at work within the very near future. And speaking of returning servicemen, we want to welcome **Lt. Joe Mahan**, U. S. Air Corps and Chief Petty Officer **Bob McLaughlin**, U. S. Navy, back to the fold. Both boys have already received their discharge papers, and we would like to say thanks for a job well done.

Before bringing this column to a close we want to wish the following employees a very happy birthday: **Stanislaus Bickelade**, **Thomas A. Brady**, **William Bush**, **Walter S. Clayton**, **John T. Deter**, **Harry Di Corcia**, **Frank Y. Force**, **Robert E. Gardner**, **Ernest Grasing**, **William Groome**, **Harry Hankins**, **Russell Henry**, **John J. Jaugstetter**, **Charles Karl**, **Alex Lavista**, **Frank E. Norton**, **Marcellus Parker**, **Charles Pharazyn**, **Andrew Snellgrove**, **Raymond Stamets**, **William W. Such**, **Patsy Tressito**, and **Walter B. Trueland**.

MAINTENANCE NOTES

GENE BECKNER

During the past month a great many former maintenance employees have returned to their jobs with the Department following honorable discharge from military service. Some of these men have stopped in at the Trenton Office and we have had a chance to welcome them back personally. Others whose places of employment are more or less remote from Trenton have returned to work by reporting directly to their former foremen or supervisor in the field. The following men have received honorable discharges recently and have either returned to work or have indicated their intention to return soon: **KENNETH FISH**, of Moorestown; **JAMES INZETTA**, of Deans; **FRED NATOLI**, of West New York; **FRANK KARAN**, of Jersey City; **ROY BABCOCK**, of Hamburg; **CLARENCE COOPER**, of Flemington; **FRANK SULLIVAN**, of Merchantville; **CHARLES REILLY**, of Northfield (Atlantic Co.); **JAMES D'AMATO**, of New Brunswick; **OLIVER A. DEAKIN**, of Plainfield; **LUTHER HEARON**, of Goshen; **OAKLEY WRIGHT**, of Ocean Grove; **JAMES R. TIERNEY**, of West Creek; **WILLIAM CROCE**, of Jersey City; and **JAMES GALLAVAN**, **CHARLES DOHERTY**, **RAYMOND SWEE-NEY**, and **WILLIAM DIX, JR.**, all of Trenton.

To all of these men we extend our heartiest welcome back, and assure them that we shall do everything in our power to show our appreciation of the sacrifices they have made for us.

MARK JAROSY, of Manahawkin, who works for Assistant Foreman **SAMUEL SANTANELLO**, has been stricken seriously ill again. Mark underwent a serious operation back in 1943, but made a first rate recovery and we are sorry to learn of his recent attack.

Our sympathies are extended to **CHARLES FEARLEY** of the Trenton office upon the death of his mother, Mrs. Alice A. Fernley of 122 N. Overbrook Ave., Trenton. Mrs. Fearnley died on Oct. 16th, following a brief illness.

We are glad to see Assistant Landscape Engineer **JULIUS TROSSBACH** back on the job. Julius returned to work October 1st after an absence of over three years, during which time he has been working as a civilian employee for the United States Army at the radar experimental station, Camp Evans, Monmouth County. Since his employment there he has been residing in Manasquan, but he plans to establish residence back in Trenton soon.

Watch for **WARREN OLDHAM** bowling one of those 300 games

soon. During a recent league match **AUGIE NEWMAN's** maintenance crew, attended the 46th National Encampment of the Veterans of Foreign Wars held in Chicago, Ill., during the early part of October as a duly elected delegate from Betsytown Post No. 1862, of Elizabeth, **FRANK PATETTO**, another member of this same crew, has returned to work from a leave of absence. We are pleased to welcome him back.

CHARLIE DOHERTY, who was recently discharged from military service, visited the office the other day in mufti. "Doc" will return to work shortly following a well-deserved vacation. He tells us that he has lost a little weight while in the service, but only where he could well afford it—around the middle. And speaking of weight—**TONY KUHN** had better look to us, for since he stopped smoking some months ago he has certainly been putting on the poundage.

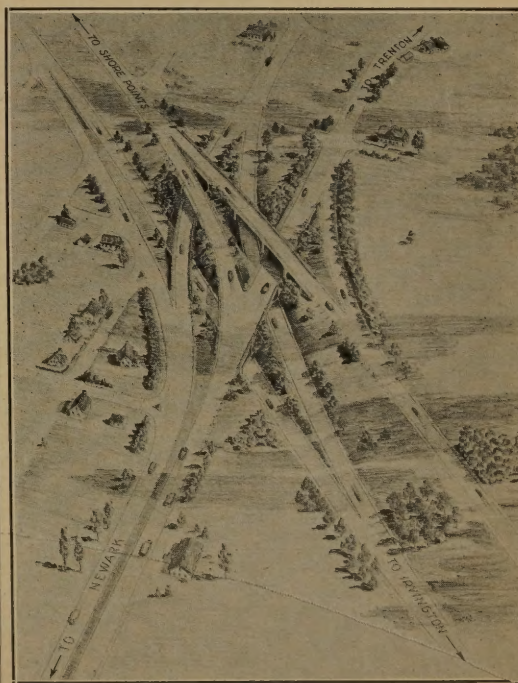
JAMES W. LARSEN, of Franklinville, who is one of our assistant foremen down in the Southern District, has been seriously ill for some time. As the result of a tick bite, Jim developed the dread Rocky Mountain Fever and has been on the sick list for several months. We understand he is making a good recovery, and it is hoped he will be back on the job before long.

Since being assigned to Supervisor **L. W. KLOCKNER** in the Western Division, Foreman **LARRY ZAZZO** has certainly been getting around. Larry has been substituting for various of our regularly assigned foremen while they have been on vacation. Starting with **RAMON HILDEBRANT** up in Warren County, he next substituted for **JOSEPH SMITH** over around New Brunswick and then for **NICK PENDERGAST** up Somerville way.

DAVE RODMAN reports running into **Lt. CHARLES J. McGINNIS** recently in Bridgeboro while "Mac" was enroute from Trenton to Washington. According to Dave, "Mac" expects to be discharged from the service soon, so we'll be looking for him.

MICHAEL SPINA, of the Pete Lutz maintenance crew is the proud father of an 8½ pound boy. The child has been named, **Anthony Michael** and we are glad to announce that both mother and baby are doing fine.

POST-WAR INTERSECTION



Artist's rendering of proposed treatment at the intersection of Routes 4, 25 and 85.

Plane Coordinate System of New Jersey Offers Many Advantages to Engineers

Garden State Was the First to Adopt System of Precise Geographic Positions

When the engineers of the Survey and Plans Division were instructed to tie into the Plane Coordinate System through a directive issued several months ago by Harold W. Giffin, it marked the culmination of a program inaugurated over 100 years ago when the U. S. Coast and Geodetic Survey started a program of locating thousands of precise monumented positions throughout the country.

It was in 1933 that these geographic data were made available to land surveyors and engineers generally by the establishment of

Coordinate Systems for each State, so that their use involved only the usual methods of land surveying.

The New Jersey State Coordinate System was enacted into law by the State Legislature in 1935, bringing to a climax the untiring efforts of Professor Phillip Kissam of Princeton. As an emergency employment measure for engineers and surveyors during the depression of the Federal Government, the United States Geodetic Control Survey was organized and under the direction of Professor Kissam and later Arthur Novak, 8000 concrete monuments which form the control network of the system established throughout New Jersey.

Work Not Complete

Unfortunately, this work was abandoned before all of these monuments had been coordinated for public use. When the work is eventually completed each of the monuments will be assigned a precise elevation as well as the plane coordinate. For those unfamiliar with the term "plane coordinate" it might be well to say that this term refers to a position on a plane or flat surface rather than on a curved surface such as the surface of the earth.

Just as there is but one point on the earth's surface corresponding to a geographical position which is expressed by latitude and longitude, so too, there is but one point corresponding to a given pair of plane coordinates, expressed by "X" (East) and "Y" (North), on a definite plane projection.

In practice, whenever possible, the highway engineer used one of the metal disc-topped monuments as the initial point in his survey. Such a monument not only provides a position on the State System but also provides a bearing to the next monument.

From this control monument the surveyor runs a traverse to the highway survey which is to be made. The survey is then carried on by the usual plane-surveying methods and at the end is again tied to another pair of coordinated control monuments.

The value of basing the survey on the Plane Coordinate System is obvious since the survey is started with plane coordinate data and plane surveying methods are used throughout the work. The survey is made much the same as if there had been no control monuments with plane coordinates available, with this important difference: the survey is started with a known position and bearing and if the survey is tied to a second pair of monuments at the end there is a definite check on all the field work and computation.

New Jersey engineers take pride in the fact that this was the first State to adopt the system and it is only natural that they should wish to see it properly maintained while looking forward to the day when it will be completed, for the large accumulation of data based on this system will be orderly and make it far easier for those who follow to establish with a minimum of dispute, the legal rights of the State and its individual citizens.

The effect of this will be, in future years, a very considerable savings in time and money. It is interesting to note that Robert G. Blanchard, formerly Senior Civil Engineer with the Survey and Plans Division, and now Topographic Engineer with the Department of Conservation, is the man entrusted with the maintenance of the Coordinated System.

Construction Comments

Fred C. Claus

TRENTON OFFICE

Al Cohen

A recent visitor was **Captain Ollie Doll** who just returned from 3 years overseas service. Ollie is now on terminal leave and at an early date will resume his engineering duties in the Department. While overseas he was engaged primarily in the construction of many miles of railroad bridges of all types and descriptions. We're more than happy to have you back, Ollie.

The last weekend of September again found the Jersey Sand Trappers enjoying their 15th annual fall pilgrimage to the Poconos at Pocono Manor. Golf, relaxation, reminiscing, and general enjoyment were the order of the day. Those of the Highway Department in attendance were: **Harold W. Griffin, Fred C. Claus, Fred L. Gerard, "Joey" Osborne, Neil MacDougall, Walt Voorhees, Neil MacDougall, and George Oakes.**

Our sincere sympathies are extended to **E. J. Davison** of the Southern Construction Division upon the death of his wife, **Eleanor MacDonald Davison**, on Tuesday, Oct. 2nd. Mrs. Davison, who succumbed following an extended illness is also survived by daughters **Janet and Kathryn.**

NEWARK OFFICE

Ralph Perry

William Kaufman paid the Newark Office a visit a few days ago. Bill was in the Signal Corps and later was transferred to an Air Borne Unit, Glider Division.

Morgan Hand is taking a month's leave of absence to rest up from— to rest up from—at any rate, to rest up!

Joe Adrosko who has seen 2½ years service in the Army Signal Corps, was recently discharged, and is now back in the Construction Division.

Max Brower reports all his crops are in, and although the tomatoes were not too plentiful, he displayed a prize sample weighing almost two pounds!

George Mendez's father, who is connected with the Mexican Gov't., visited the Newark Office a few days ago. He was vitally interested to comparing our highway designs with those of the Mexican Highway System.

Paul Segro, formally with the Newark Office, received a medical discharge from the Army, then performed war-work with Western Electric Co., and has now returned to survey work with the Highway Dept.

Carl Borton's son, **Peter**, who was a pharmacist's mate 2nd class in the Marines, and received several decorations, has been honorably discharged from the service.

MONTCLAIR OFFICE

David Pettigrew

Our own **Norman Schaja**, formerly of the Montclair Office and who for the past two years has been connected with the Medical Corps of the Army, dropped into the office on Thursday, October 11, 1945. Norman has seen a great deal in the European Theater of War. He related some of the atrocities he is familiar with, also some very interesting details of "on the site" which all the boys were glad to hear. He looks good, and hopes it won't be long before he is out—

so do we Norman, and all the boys in Montclair would like to see you back with us. We wish you good luck!

John Whitehead who has been in this office since "Hector was a pup," has been transferred to the Right of Way Division. We all know John is hard working and "on the beam," so we say good luck on your new assignment.

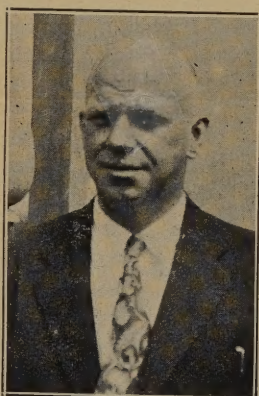
We have received a letter from **Captain Raymond Simpson**, of the Engineer Division of Uncle Sam's Army. Ray is now in Manila, Philippine Islands, assigned to General Engineer District, as liaison officer for operations division for work, North of Manila. Before this, Ray was at the Hanford Engineer Works, Richland, Va., where work on the Atomic Bomb was under way. Ray writes as though he knew a lot, but says little. Some day when you get back, Ray, give us the story of your part. We feel it will be interesting.

It is with open arms and a grand welcome home we await the arrival of our own **Raymond Callahan**. Ray has been away since the start of the war and has contributed a great deal of his talents and energy to help win this war. Ray is married, and Father of two children. We will all be glad to see you back Ray. We think you're swell!

BRIDGE BRIEFS

A. J. LICHTENBERG

We take pleasure in presenting the new president of the Bridge Division Club, **Sven I. Hedin**. Mr. Hedin left Sweden for the United States in 1924, after graduating as a Civil Engineer from the Royal Technical University at Stockholm. Four years later, in 1928, Sven joined the Jersey City Office



SVEN HEDIN

of the Highway Department where he was employed as a designer on the Pulaski Skyway. Since 1938, this popular engineer has been attached to the Bridge Division as a Senior Bridge Designer. His elevation to the office of president of the Bridge Division Club is a tribute to the esteem in which he is held by his fellow workers.

BRIEFS: **Chester Smith** happily reports that his son **Sgt. Orton B. Smith** of the Air Corps has been discharged from the service and is now employed with the State Department of Agriculture. **L. C. Petersen** nestled in the new apartment. **John Patrick** a busy man with his daughter **Ethel** in from San Francisco. **Wilbur Spencer** surprised and pleased by a visit from his kid brother **George** just returned from three years' service in Europe. **Sven Hedin** with a new *Encyclopedia Britannica*. Enough said. **One** of the most famous sessions of the French Chamber of Deputies involved a heated debate on whether or not French women were to be given the right to vote. A Leftist deputy wound up an impassioned address by crying: "It's a disgrace that the wonderful women of France, famous throughout the world for their chic, intelligence, and beauty, should not have equal rights with men. After all, in this modern world, there is practically no difference between French men and French women." At this point a meek little deputy in back of the room jumped to his feet and cried: "Vive la difference!"

Harry W. Lefferson, a regular

10 Year Club Annual Dinner To Be Held on November 19th

To Honor 20 and 25 Year Members With Pins — Commissioner Miller Guest Speaker

Plans have been completed for the 15th Annual Dinner of the Ten Year Club which will be held at Jack Fowler's Inn along State Highway Route 25, about 4 miles north of Trenton on Monday evening, November 19th. Dinner will be served promptly at 6:30 o'clock.

Twenty-seven members of the Club have completed 25

Administration Division

Arthur Egan

Mr. A. Lee Grover has returned after spending some time at his Wellsburg farm in the mountains of Pennsylvania.

Charles Jr., son of **Charlie Kuhn** has returned to Lafayette College following his release from the Army. Charley needs but six months to complete the course which was interrupted when he was called into the service.

Mr. and Mrs. Paul Cranmer received word from their son **Bob**, now at Camp Croft, S. C., that he had just been released from the hospital. Bob's ears were effected by concussion caused by gun fire on the firing range. We trust the injury is not serious and wish him a speedy recovery.

Sgt. Leonard Leighton, of Cost Department, has received his release from the Army. Leonard has been attached to the Air Force for over three years. He has had varied experiences in several spheres of operation. Following a vacation, he expects to return to the department.

Sgt. Bill Case, son of **Mr. and Mrs. Clyde Case**, is still on Okinawa. He is in charge of a unit doing radio and telephone communication work. Although the war's end relieved the threat of danger, the going out there is still very rugged. Their station is some 25 miles from the nearest post and they carry all their supplies in themselves. Bill is looking far ahead and hopes it will be possible for him to resume his studies at Rutgers next fall.

We are sorry to report that **Gene Palmer** is again under the surgeon's knife at Jefferson Hospital, Philadelphia. At this writing, he is progressing satisfactorily. We wish him a speedy recovery and hope to see him back at his desk before very long.

There is a current report that **Eddie McElroy** has requested the Trenton Transit Company to install alarm clocks on their Princeton buses. Enroute home on the last bus Ed catnapped and went past his stop. His only alternative was to ride to the end of the line and come back on the return trip. At least that is the story he told at home when he arrived in the wee hours of the morning.

A soldier on the train the other day asked the conductor, "How do I get to Fort Dix?"

"Get off at Trenton," the conductor answered.

"Man," said the soldier, "he more explicit, I don't want to miss the place, I am going there to get my discharge."

football enthusiast, seen regularly at the Palmer Stadium. **George Voorhees** at Trenton General Motors plant on reconversion work. **M. L. Vail** on temporary office assignment. The Bridge Division Club is the third Highway organization to offer a \$25.00 bond for a top quality idea in the Departmental Suggestion Plan. Awards will be made in December.

OFFICE VISITORS include **Albert E. Lee, Juan Delgado, Jim Whitehead** and **Capt. V. Williams**, just returned from the German occupation forces. **P. J. McCullough** and **J. J. Sheenan**. **C. D. Weller** assigned to the Brigantine Bridge job over the Absecon Channel, practically an all welded construction. **Geo. A. Heffernan** doing a bang up job as Departmental chairman for the United Chest of Mercer County—and that includes contact and follow-up work for every division of the Highway Department in the County. The newest thing in men's clothing—Women.

years of service with the Department during the past year. These members will be the guests of the Club for the evening and will be awarded lapel pins in honor of the occasion. These men are as follows: **Fred J. Banker, C. F. Bedwell, Clarkson Benson, Clyde Case, George Cotter, H. D. Cranmer, Joseph E. Dederick, Edward Drake, Robert Z. Ettenger, Charles Fearley, Lawrence Gore, Ramon Hilderbrand, W. W. Horner, Harold P. Jemison, Richard Kiedtke, L. W. Klockner, Anthony Kuhn, Norman Lister, Jack Palmer, Owen Rogers, S. H. Tietsworth, Wm. J. Wharton, Charles Willmont, John A. Williams, Fred Yannut.**

In addition to those completing 25 years of service, 42 members have passed to 20 year service mark during the past year, and they, too, will be honored. Those completing 20 years service during 1945 are:

Harry Beilinson, Elmer J. Bos-tov, Franklin Buckalew, L. S. Busby, J. M. Chambers, R. W. Corson, Peter Cimballa, J. A. Delgado, Mark T. Dempsey, George Dix, A. V. Esposito, Charles J. Fleck, Edward S. Fogg, O. H. Fritzsche, Harry R. Gabriel, Paul Guzzardo, Arthur Hancock, Samuel G. Han, A. R. Hentze, Joseph Henry, A. W. Hincken, Frank V. Hult, Sig. Johansson, J. J. Kreig, James H. Laffan, A. C. Lincoln, John B. Patrick, Wm. A. Pfister, Archer B. Reeves, N. F. Rigor, Marvin A. Riley, Jack Rockford, Carl A. Sandborn, Lemual F. Eeale, Robert Simon, Wilbur Spencer, Harry P. Tozer, Peter E. Trainer, Louis Voutto, Horace E. Wahl, Bernard A. Ward, and Jonathan Watt.

Special guests for the evening will be Commissioner Miller, Mr. E. V. Connett, Mr. Edward Kilpatrick, and Mr. Frank Young.

A short business session will be held and officers for the coming year elected. The slate of officers prepared by the nominating committee follows: for president, **E. J. Beckner, Maint.; 1st vice-president, Harold Jemison, Admin.; 2nd vice-president, Flavin Irwin, Real Estate; 3rd vice-president, Arthur Hancock, Constr.; William Wharton, Projects; Kirk Schanck, Real Estate; Sec. Ed Drake, Real Estate; Asst. Sec. Chas. Engenbach, Admin.; Fin. Sec. Arthur Egan, Admin.; Treas., Clyde Case, Admin.**

Fowler's Inn will be closed to the public on the night of the dinner so that it may be for the use of the Club exclusively. A fine menu has been prepared, and an excellent program of entertainment promised.

Tickets are now available from the various committee members and the regular contact men. All eligible members are urged to get their tickets promptly to insure the success of this 15th Annual Dinner.

Model of Blue Star Drive Exhibited at Flower Show

A scale model of the section of Blue Star Drive, adjacent to Chapel Island, Mountainside, was exhibited on October 5th at the Flower Show staged in the clubhouse of the South Orange Lawn Tennis Club.

This model was made within the Department and showed the proposed planting of flowering dogwood trees as well as the landscaping planned to enhance the natural beauty of the location.

Plans are now underway to further exhibit the model throughout the metropolitan area with the hopes of not only obtaining further contributions to this memorial to New Jersey's servicemen and women but of better acquainting people of this State with this phase of the Highway Department's roadside beautification program.

Exhibitions are being conducted by the Garden Club of New Jersey, sponsors of the Blue Star Drive.